

Aviation News

MCGRAW-HILL PUBLISHING COMPANY INC.

AUGUST 16, 1943

50 CENTS



Martin's Post-War Cargo Plane: Patents for twin-engine and four-engine versions of this new cargo plane design have been granted to Glenn L. Martin Co. Special equipment built into the fuselage will speed loading and unloading operations.

4 U.S. Plane Types Aiding Russians: cobra, Havoc, Mitchell and Douglas C-47 praised by Red officers.

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Criticism Hits at Plane Industry: Widely publicized reports discount actual rise in aircraft production.

*
Applications Pour In On CAB: truck operators flood Board with petitions for new airline routes in U.S.

*
Stanton Forecasts Airport Construction: Administrator sees big post-war expansion of hangar and service facilities.

Incentive Wage Plans Under Study: Government officials favor new pay system and labor priorities proposals.

*
Renegotiation Revises Company Statements: 1942 financial reports of aircraft corporations being corrected and reissued.

*
Patterson Decrees Scramble for Routes: Over-expansion of U.S. carriers in international lines feared by United president.

*
U.S. Chamber Studies Future Transport: Special committee includes representatives of airlines, steamship and ship firms.



Above: NH-1 in happy weather

Howard Aircraft's NH-1 FOR THE NAVY

Outstanding Single Engine
Instrument Trainer of the Year



THE AVIATION NEWS

Washington Observer

War Production Board chiefs, including Charles E. Wilson, are convinced that incentive payment plans will go a long way toward solving the critical manpower problem. Surveys made in several aircraft plants have indicated that production increases, and substantial ones, can be obtained with present personnel. These officials favor a plan which covers all employees on an overall production basis. While the inflationary angle has been raised, proponents of incentive payment plans believe they can meet all objectives and in the final analysis they want production and are willing to pay for it. An incentive payment plan has worked well at Beach and the adoption of the Board's program has been worked out for Grumman. Look for other plants to follow similar patterns soon with the blessing of WPA.

Proponents of incentive payment plans contend that unit costs will be reduced, rather than increased as some argue. In this connection, government officials are said to be considering a re-examination of the entire wage structure in the aircraft industry. While the manpower situation is most acute on the West Coast, many plants in the East will be faced with the same situation in a few months. Aircraft wages, frozen on under the NWLB order of March 3 are below those for comparable work in shipbuilding and other competing industries in the area.

Beech is moving to meet the situation through the establishment of branch plants within good transportation reach of Seattle. The Boeing plan is simply one of taking the work to communities in which manpower is available. They have size projections made in mind where parts can be made for the "Flying Fortress" and shipped to the assembly plant for assembly. It is still too early to determine how far this will go toward solving production problems due to a shortage of manpower, but Boeing people are convinced it will help.

In another move on the manpower situation, approximately 1,000 prime contractors who have backlog of orders amounting to \$5,000,000 or more have been requested to place future

subcontracts for fabrication of products in less critical labor supply areas. The request was in a letter signed by WPA Chief Nelson, Chairman Land of the Maritime Commission, Under Secretary of War Patterson, Under Secretary of Navy Forrestal and the Director of the Procurement Division of the Treasury Department. In allocations of war work, the procurement agencies rely on the War Manpower Commission's list of more than 300 labor market areas, classified in four groups according to the adequacy or shortage of labor supply.

* * *

Another Transa committee report is on the way, this one covering all phases of aircraft manufacturing. It probably will be issued shortly after Congress recesses in the middle of September. Some committee members are now on an aerial tour of the South and Middle West visiting modification and other plants in Birmingham, New Orleans, Dallas, Fort Worth, Kansas City, Omaha and Chicago. The fact that the members traveled by air caused some comment in the capital.

* * *

The giant, super airliners which the Boeing supplements are feed of diarrhea and imagination are not included in the present plans of the old-line aircraft and airline companies. On the face of practical application, the envisioned winged giants of the sky got down to four-engine jumbo emerging, according to various estimates, from 50 to 68 passengers.

* * *

The separate air force subject continues to heat up in Washington conversations with the



Lockheed "Constellation": Typard aircraft of the future?

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AVIATION NEWS

August 16, 1943

CONTENTS

Washington Observer	3
Headline News Section	7
Telling the World	13
At War	15
Air Mail Publications	15
Transport	18
Personnel	21
Personal	21
Obituaries	26

THE PHOTOS

Glen L. Martin Co.	Group 7
Lockheed Aircraft Corp.	8
Army Air Forces	8
Civil Aeronautics Administration	10 22
Grumman Aircraft Service	10 21
Imperial Tire & Rubber Co.	11
Kinner Aircraft Co.	14
Staff Photo	17
Torontosport Air & Western Air, Inc.	18
Pennsylvania Central Airlines	18
Texas-Canada Air Lines	19 21
Western Air Lines	20
Cold Aerostatic Board	23

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Washington Observer

that other methods can be found which are more effective.

The Russians have their own plan for post-war aviation and their disillusionment in dealing with Britain and the United States is causing some increased broils among our aviators. In view of the material and equipment being sent to Russia, the feeling is growing in some circles that we should have something in return, even if it's only a little information.

usual accompanying handshakes. The set-up is ready and it only remains for the persons that he so acts in the midst of the recurrent reports on this subject, the Gallup Poll, on the question "Would you approve or disapprove of a separate air force for the United States" showed 25 percent of those questioned in favor and 41 percent opposed. The vote, the Gallup people said, was confined to those persons who were able to define what is meant by a separate air force and who have followed discussions on the subject."

In this connection, the Washington Post followed up its original front-page open letter to President Roosevelt urging action in this regard, with another addressed to Secretary Knox. The Post concluded its letter to Knox with the statement that "Air Power is entitled to equality in responsibility for running this war. The country itself is entitled to it."

Convening of the Agricultural Chamber of Commerce reorganization is still awaiting the selection of a man to head up the new program. Sponsors of the revitalization program are looking for a man who not only is acceptable to all members of the circuit, but also to the industry and to their allied interests—but also one who knows how to operate in Washington. A pretty big assignment in these days of manpower shortage.

The fall of Italy, as welcome as it would be, would deprive some of our more vigorous armored officers of an opportunity to prove a point. They looked upon Italy simply as an air base for the bombing subsections of Italy. They wanted to show that a nation could be brought to its knees by bombing alone. The opportunity to present that evidence would disappear if Italy should decide to surrender. Of course there are other nations.

The War Manpower Commission all last week refused to make any comment on its "work or fight" plan to contribute to a solution of the aircraft industry's No. 1 headache, although insiders knew what was coming several days before the official statement was released last Saturday.

The Labor Department is seeking some uniform method of dealing with absenteeism, the initial step being to obtain a universal definition of absenteeism and the maintenance of records which will give an accurate picture of the situation. Disciplinary measures used in some plants are more or less frowned upon, officials holding

The smashing Russian victories on the Eastern front has put up a growing concern felt in Washington over the lack of cooperation this country is receiving from the Soviets. We know little, if anything, about their aircraft production and our information on Russian aircraft is scanty. Even engineers of the Bell Aircraft Company whose Avroplanes are widely and successfully used by the Russians, are completely in the dark as to modifications which Russian engineers make on the Avroplane, particularly to adjust the planes for drag flying weather.

The War Department, like the aircraft industry, is letting more and more to women employees. The first anniversary of the order issued by Secretary Stimson to replace male employees of Selective Service age with women—Aug. 14—shows that women now comprise 28 percent of all civilian employees on War Department rosters as compared with about 25 percent in the summer of 1942.

A tentative program for the production of essential consumer goods necessary for the efficient functioning of the civilian economy has been submitted to WPS by the Office of Civilian Requirements. This does not mean there will be a resumption of substantial manufacture of items formerly produced for civilians, but is rather a feeler to determine what materials, if any, can be spared. The chances are there will be few, since fourth quarter allotments of controlled materials show that supplies of vital metals, for example, are still falling short of military and essential civilian demands.

Although definitely a step in the right direction, the WMC's series Saturday in setting up a list of 110 critical occupations, led by aircraft, probably won't solve all of the industry's manpower problems. It will help, of course. But aviation observers here can't imagine that a city the size of Seattle or Wichita or Buffalo can suddenly graduate overnight the thousands of aircraft workers needed by local plants.

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* * *

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AVIATION NEWS • August 18, 1943

AVIATION NEWS

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Patterson Warns of Scramble For World-Wide Air Routes

Over-expansion will bring chaos and need for complete control by government, he says.

United Air Lines' president, William A. Patterson, has urged elimination of selfishness on the part of airlines seeking to advance the individual names of their present companies and favors joint ownership of Pan American Airways or some such single overseas line, in the interests of post-war international aviation.

Justification—In what many took to be the first public detailed justification of United's refusal to sign the joint post-war policy agreement entered into by 16 major domestic carriers a month ago, Patterson said, in addressing the Los Angeles Rotary Club, that United had withheld its signature because the other lines had refused to include provision for joint ownership and operation of one company to handle all overseas routes after the war.

Asks for Realistic Approach—He pleaded for " sanity" and a realistic approach to post-war problems, calling for "statesmanship by business men" and a down-to-earth approach to those problems. Warning that over-expansion of facilities and financial structures from a "wild animal" stage names would result in chaos and decay if left to government ownership, he defated the may picture of post-war aviation that has plagued so many quarters.

Private Ownership—Private ownership should be retained, he said, and the present leadership of this nation in the air transport field should be kept intact. He cited the recent announcement of government ownership in Canada, Britain and elsewhere, and pointed out that landing rights undoubtedly will have to be as a reciprocal basis. And if the present two overseas lines (Pan American and American Export) continue, and most of the domestic lines scrabble for reciprocal rights, the result will be to strengthen in the hand of those "in high places"



W. A. Patterson

who even now favor government ownership. Despite current expressions of " brotherly love," he said, plenty of future friction may be expected over the question of air rights.

Here are some of Patterson's other points and predictions.

Airline expansion in the United States will require 5,300 transport planes for all lines combined, as against 350 before the war. Thirty transport planes will be widely



Martin Loading: Diagram showing how prepared Martin cargo carrier would be loaded at airport steps.

used, but 54 100-passenger planes will be enough to handle post-war North Atlantic business.

The airlines can be expected to take over 80 percent of first-class passengers going 300 miles or more, if they reduce fares 25 to 35 percent below the recently lowered figure. Probably they will take over all first class mail and parcel post if they set their present rates in half, but reductions in express rates must be drastic if they are to carry material amounts of light, perishable express. Surface lines have nothing to lose from air transport. Eventually the airlines may be handling 3,000,000,000 ton miles per year, leaving \$175,000,000 for surface transport.

Helicopters are a wonderful invention, but hard to operate, and certainly they won't get the skies for years to come, if ever.

Patterson said he recently assured 3,000 new United employees, hired on a temporary basis, that their jobs are permanent. Another 1,500 in service will get their jobs back after the war, he said, predicting that United's present personnel of 7,000 will be 5,000 immediately after the war and 23,000 within four years after the war ends.

Martin Wins Patent On Cargo Design

Two versions of high wing monoplane prepared by engineers.

The Glenn L. Martin Co. is studying a new type cargo plane many features of which have been pat-

AVIATION NEWS • August 18, 1943

entered in the name of Willem D. van Zalen of the company's engineering department. There is not in the air at this time any airplane designed exclusively to transport and handle cargo. Several such planes are in the post-war plans of airplane manufacturers.

Two Versions.—The van Zalen design, for which features have already been drawn, are powered with two and four engines respectively. Both have tricycle landing gear, and their tail assemblies are raised on twin extensions of the engine nacelles, so that the aft end of

Base Rate.—The board found, tentatively, that the new rate should be effective on and after Aug. 15. It would be the base rate on a weightage of 300 pounds, plus an excess percentage rate of 60 cent or fraction above the base percentage, for any weight in which average daily mileage is not over 4,872 miles.

Adjustments when average mileage exceeded that figure would be made in proportion to excess mileage.

Stanton Cites Post-War Need For Hangars and Service Facilities

Administrator says even our present airports lack necessary equipment for plane shelter and overhaul, and pilot comfort.

By MERLIN MICKEL

Administrator Charles L. Stanton of the Civil Aeronautics Administration has looked into the post-war crystal ball and sees a big building construction program for the nation's thousands of airports.

Critical Need for Housing & Services.—In a special statement on the post-war picture after the war, he declares that "a great future program of constructing housing and servicing facilities is indicated, because existing accommodations are strained to house and service the more than 35,000 civil airplanes now in use."

#1,400 Airports Not Enough.—He describes the United States as better off than most people imagine in its airport facilities. It has, he says, nearly 3,000 civil airports, or enough to accommodate half a million planes. Many airports, however, are in places where there are few or no planes, "and there are too few airports where there are a great many planes."

Features.—The same hydraulic mechanisms used to raise the cargo door also extends a collapsible load ramp, which is adjustable to either the ground or a platform. Adjustable seats under the ramp take weight of freight during loading. A wrench is provided for securing cargo as that will serve will not depend upon field facilities. The plane always stands in a level or flight position due to the single carriage. Of course the structural members of the airframe have been arranged with freight loads in mind.

Cross weight of the two-engine plane is 65,000 lbs., which is larger than the P-51B Marauder. The four-engine version has a gross weight of 86,000 lbs., useful load 36,070 lbs., of which 27,000 lbs. are cargo.

By way of instance, Stanton recalls that only 6,000 towns in the United States have more than 1,000 population. Only 3,464 have 2,500 or more. Of these only, 2,942 have 5,000 or more. And in the top bracket, there are only 1,977 cities of 10,000 or more.

An Airport for Every Town.—The administrator says it seems reasonable that all places of 1,000 or more should be accessible by air. Besides, many larger cities will need more than one airport. Referring to Washington, he predicts that by 1950 it

will need at least a second major air transport terminal "to help in carrying an estimated 50% increase in the number of scheduled arrivals and departures."

Such aircraft, he added, will no doubt carry more than double the load of passengers, express and mail carried by the 1943 transport airplane.

Essential in Aviation Upgrade.—Airports constitute one of the four factors he finds necessary to the anticipated sponge in aviation. The others are aircraft, aircraft and purchasing power. Stanton submits the last is "out of bounds for CAA people who are in no sense economists."

Post-war Models.—Rising his production on current designs clearing through CAA, he believes present production will see three types of light planes in the post-war market. One, he says, will be greatly improved model of civil aircraft now flying, the other an "airplane" model for the family trade, and the third the helicopter, which he sees as a craft with "a vast field of utility closed to other types."

The supply of aircraft is an "assured factor," he says, forecasting as after-the-war pilot potential of approximately a million men at the outset.

Plane to Compete with Trains.—Greatly reduced rates and increased services, he maintains. He is in store for those who have no desire to fly except as passengers, and traffic increases may be expected to put air transportation prices to a level with or even less than fast class Pullman travel.

Latest Figures.—Pointing out that 85 percent of flying now is by the military, the administrator cites a few new figures. The present average of 1,725,634 passengers per month has been reached on federal airways alone. Of these, the Washington control center recorded 54,113, and of an "enormous number" of cross-country and local flights and flying along an airway, the Washington National Airport traffic control tower handles an average of 8,525 monthly.

In March, 1942, first month in which all 32 of the CGA control centers were in operation, the plane movement average, as he remembers, was about 160,000 or 200,000.

Post-war Predictions.—Stanton predicts that post-war growth in private flying will be "as phenomenal as the growth in automobile after the last war," but expresses doubt that planes will carry heavy bags freight "except where surface transport is non-existent."



WACO'S NEW CARGO PLANE:

Waco Aircraft Corp. shortly will begin production of a small number of the Wright-powered C-42, a twin-engine, wooden high-wing monoplane, designed as a cargo carrier. About 25 companies are cooperating to supply various parts and assemblies. Specially-adapted tracks will be necessary to transport such ovarian sections to the Waco plant at Troy, Ohio, and special permits will be required from the FCC to operate some trailers with equipment weighing nearly 17 ft. high.

The airplane will do its post-war work, he believes, by supplementing—not by supplanting—other forms of transportation, although "in an open field, the future of the plane, either as a form of bulk transport or as a pleasure craft, is practically boundless."

Army's Glider Show Convences Officers

Night "smack" demonstrations power of silhouettes impress.

Army Air Force officials committed themselves to an aggressive demonstration policy in a two-day and night demonstration for the press and military observers at MacDill Air Force Base, Fla., Aug. 4 and 5.

Questioned as Tacitron Weapons.—For months the Army had been uncertain whether to exploit the glider as a major tactical weapon. The German glider attack on Crete was successful, but losses were heavy. The British and American glider operations in Sicily have disclosed their lack of experience, although they were highly effective. Not only the public, but Gen. H. H. Arnold, Chief of the Air Force, himself had been uncertain on glider value.

Show Sells Gen. Arnold.—The demonstration at Macdill Field was as much for Gen. Arnold as it was for the press and it apparently sold him. Months ago he visited Max-

ton Field and told the Command it would have to show him some killing power and that it would have to learn to attack at night or powerless flight might get the gong. All indications are now that strong forces of glider infantry will be held in the ready at the right time.

Douglas C-47 and C-53 tow planes released 22 CGA-15-place gliders which were put down in a small obstacle area. Troops rushed out and assaulted attack all in ten minutes. One craft released a "pig."

Night Attack.—In the night demonstration six fully-loaded CGAAs were released at a distance and at altitude. They came in without arms guides and by a star ground light piloted by "Fifth Columnists."

Attack, landing, and attack were extremely silent. Precision both by day and night were excellent and glider corps morale has gone from low to high.

Army Champions Offense.—The Army appears unprepared by criticism of the CGA. The ship lacks some refinements and is noisy, but it handles well, carries a good load, has a flat glide path, is rugged and gives its crew good protection in case of mishap. It has experienced some training difficulties, but none in troop maneuvers. The St. Louis accident is not held against this type. The Army, in addition, does have some developments on paper and in the air which cannot be mentioned but which are impressive.



NEWEST MUSTANG UNVEILED:

Army officials show newest photographs of the first photographs of the new P-51 B, latest version of the North American Mustang. A 1,200 hp Pratt & Whitney R-1830 engine replaces the Allison of corresponding power, while a two-stage supercharger guarantees superior performance at high altitudes. A four-blade propeller replaces the three-blade model. Army officers report the P-51 has "substantially better performance."

CAB Acts on Rate of Continental

Issues show case order on proposed reduction.

Civil Aeronautics Board has ordered Continental Air Lines to show cause why its mail rates should not be reduced from 48.5 to 32.5¢ cents per airplane mile.

Post-War Reserves Urged for Industry

Aircraft executives stress need for forward-looking taxes.

The need for adequate reserves to cushion the aircraft industry against a sudden halt in hostilities and the subsequent termination of contracts is being emphasized by industry executives in connection with studies now being made by the government on the possible effects of war's end on industry generally.

The aircraft industry is in general agreement with the views expressed on this subject by Francis A. Calley, financial vice-president of Consolidated Vultee Aircraft, who told the House Naval Affairs Committee of the need for reserves exempted from renegotiation.

Protection for Contractors.—Calley recommended that contract negotiations for the aircraft industry be made on profits remaining after taxes and that the tax law should provide for necessary reserves for post-war readjustment. At the same time he suggested that termination of war contracts be spread out in such a way as to prevent protection for war contractors and in turn for their employees.

Post-War Relief.—It is Calley's contention that the setting aside of

a post-war refund of the excess profits tax is not adequate to cushion the effects of the end of war production; the amount being too small and, further, it would not be immediately available.

A sudden halt in the production of aircraft, Calley said, would result in immediate confusion in communities in which aircraft plants are located, and steps should be taken now to avoid this situation.

Study Foreign Ships

U. S. Army panning other nations' warships through their ports.

One of Britain's four-engine Avro Lancaster bombers is the newest addition to a wide variety of foreign warplanes being scrutinized by technical officers of the Army Air Forces.

Tested and Compared.—A steady procession of craft which have been tested and compared with American types includes the Spitfire and Hurricane fighters, a Hawker-Peat Defiant turret fighter, British Beaufighter, and of the transports, the Handley Page Hastings, and one of Britain's giant Hormis troop gliders, larger than any U. S. glider now in production.

Captured Enemy Plans Rebuilt.—Several captured enemy planes also



AAF Tests British Glider: The Army

has received a big British Hormis troop-carrying glider for tests in that country. It carries from 22 to 25 men and is larger than any model now produced in the U. S., although we shall probably have a 35-place prototype soon. This photo shows a Hormis drifting to a landing in England.

have undergone tests by U. S. engineers. While many have been in fragmentary condition, several were rebuilt and returned to flying status. Two Messerschmitt 109's have been reassembled. Others brought in were a Junkers 88, a Jap Aichi dive bomber, a Zero, and parts of others.

Pogue Impressed By Airlines' Job

CAB Chairman盛赞航空公司的工作和25项措施。

Our priorities are no bugaboos to L. Weke Pogue. He travels incognito in that regard—so much as a man can who happens to be chairman of the Civil Aeronautics Board.

Pogue is back at his desk after a trip on which he visited aircraft factories, mobilization centers, airline communication centers, trained flight operations, and made 25 speeches. He describes it as a "quite demanding tour."

Without Polarities.—With one exception, he traveled the entire distance without plane incidents and kept it in his records. He used the flight hour popular with passenger passengers. The exception occurred when his itinerary was interrupted by a hurried return to Washington for a confidential conference with Mr. Roosevelt. Then he used private plane. One doesn't keep the President waiting.

The chairman thought he would be "bumped" several times—that his lack of priority would leave him stranded when his plane took off. But he was on board at take-off time

and always succeeded in getting a seat. A few times the priority passenger to whom he would have sacrificed didn't appear, and once or twice a prospective passenger changed his mind and decided he couldn't go until later.

Old-Horse Flights.—Pogue admits modestly that he may have been recognized occasionally and perhaps that had something to do with his always getting a seat. But he insists he did nothing voluntarily to obtain precedence. The trick to air travel without priority nowadays, as he sees it, is to go on flights that leave at off hours—by early and avoid the rush.

His journey occupied him from July 28 to August 9, and took him to Rochester, Minn., Chicago, Denver, San Francisco, Los Angeles, Fort Worth, Dallas, Oklahoma City and Shreveport, Okla., and St. Louis. On the plane he sometimes sat up front with the pilot.

90% Less Equipment.—Pogue was frankly impressed. He told associates after his return that while he knew the airlines were operating on tremendous schedules with 48 percent less equipment than they had before the war, after riding on them he has an even deeper feeling of their contribution to the war effort.

Old Complaints.—All over the west he heard a complaint that's an old story by this time: "They need more planes," he said, "the same as everybody else."

One thing he found of particular interest. That was a general reluctance among management and pilots that "although there is a great extent of military operations on the airways, the military people are doing their best to conform to safety regulations."

CAA Films Show Traffic Problems

Control operation shown, tips on flying difficulties.

Coldren films for use in training air traffic control workers for the Civil Aeronautics Administration are being produced by the CAA, following a preview showing at the Administration's recent policy-making conference on air traffic control and communications at Chicago.

Other Training Films Planned.—Plans call also for development of about 50 strip films for training classes on meteorology, radio aids to air navigation, and related subjects.

One of the first of the series is ex-



RESEARCH PRESSED ON CATERPILLAR GEAR:

Research is continuing rapidly on the new caterpillar landing gear developed by the AAF, Firestone Tire & Rubber Co., and Dowty Equipment Co. Photo shows the first unit installed on a Douglas A-30. Industry experts say the device will be probably well-suited for transports, and adaptable to fighters as well as heavier craft. In its original configuration, Firestone says the gear has been tested at 120 mph, and has been successful on soft ground, dry sand, and on rough terrain. With the same amount of rubber that goes into a regulation landing tire, the new tread gives the plane from four to eight times the area of contact on the ground.

titled "A Typical Flight," and depicts, through pictures and sound, the direction of a plane in safe flight from before take-off at Washington National Airport to after its landing at La Guardia Field, New York.

War Complicates Air Safety Story

Difficulties arise in view of ATC.

However, few students the airlines may have it will be difficult for them to give a true and reassuring picture to the public, in the opinion of sources concerned with the problem.

Wrong Impressions.—One difficulty is that many experts give the impression that military and civil needs are somewhat associated. Facilities incident to American Airlines' crash at Louisville were lumped in with Army facilities to make a total of 50 within a day or two. Such impressiveness are hard to come in view of the relationships between the Air Transport Command and the airline system.

Airline Statistics.—Another problem is the dissemination of airline statistics. The Air Transport Association issued a statement intended to release the public after the American Airlines crash. Interested persons observed that the statement merely dealt in generalities.

What to Tell the Public?—But ATA was facing at least two tough problems. ATA cannot very well

say the airlines are doing fine in the circumstances, and then tell what the circumstances are. Telling the public that planes still left in the private fleet are flying 1,000 miles per day each might not help at all. No matter how excellent the maintenance, how adequate the supply of parts, people might mistrust equipment that is worked so hard. There is nothing the operators can do about it except get more planes, and that's up to the Army and other high officials in Washington.

Toasty Topic.—The other tough proposition is whether the aircraft accident record is far better than that of the Army, the operators cannot use the fact to their advantage, since the Army is touchy on that subject and presumably would not approve release of such material.

At present the lines are nothing much to do but keep quiet and do their best.

Ford Expands

Ford Motor Company's Highland Park plant has started production of parts for Pratt and Whitney aircraft engines.

About 88 workers, half of them women, have started work on two shifts turning out propeller-shaft parts and about the same number are working on shafts. Production of gears is expected to start later this month.

A peak employment of 8,000 is expected by mid-October. Ford is operating a large glider plant as well as its B-34 lines.

CAA TRAINS TRAFFIC OPERATORS

Students at an airport traffic control school at Atlanta, operated by Civil Aeronautics Administration, use a model airport to "bring in" a model plane (hanging from spring above case on right). Standard approach patterns are practiced under the watchful eye of an instructor.

NWLB Adopts Public Hearing Plan; Rules on Solar, Douglas Cases

DPC authorizes increases in plant contracts with Edo Aircraft and Packard Motor Car Co.

National War Labor Board announces that thereafter all wage disputes will be presented at public hearings, something which both parties will have given adequate advance notice. The failure of either party to appear shall not invalidate the decision made by the Board of Jurisdiction.

Wage Increases—By an amendment to General Order No. 7, the Board is now authorized to approve wage or salary increases made in compliance with state minimum wage laws and orders when such increases do not result in rates above 90¢ an hour.

Solar—Solar Aircraft Co. has been ordered by the board to hold elections within 30 days of July 31 for production and maintenance employees to vote for or against representation by IAM, and for welding department employees to vote for IAM, for United Aircraft Workers of America, or for neither.

Douglas—The Board has amended the July 10 Board of Election of Douglas Aircraft Co., Inc., of El Segundo, Calif., to exclude from the appropriate bargaining unit journeymen "A" and senior leadmen.

Precision and American Prep.—Petitions filed by CIO for representation of employees at Precision Aircraft Industries, Inc., and by AFL for representation of polishers and buffers at American Propeller Corp., Toledo, Ohio, have been dismissed by NWLB.

The Board has ruled that the International Brotherhood of Electrical Workers, AFL, will represent building maintenance electricians at Douglas Aircraft Co., Inc.

Brewster—NWLB has approved an agreement between Brewster Aeronautical Corp. and the UAW-CIO providing for an increased vacation schedule for workers at three plants located at Long Island City, N. Y.; Newark, N. J.; and Johnsville, Pa. The new schedule provides for 10 hours vacation with pay for six or more months of service, one week with pay for one year's service and two weeks with pay for two or more years.

Bendix—A seven percent wage in-

crease for 5,400 radio workers in five Bendix Aviation Corp. plants in Illinois has been approved by the regional NWLB. The increase followed a reduction in working hours from eight to seven and one-half with adoption of an around-the-clock production program.

Hill—NWLB has granted a standard and voluntary maintenance of membership provision and a check-off clause to the United Automobile Workers, CIO, representing approximately 30,000 workers at the Bell Aircraft Corp., Buffalo, N. Y. The union security clause provides for a 15 day period after August 4 in which members may withdraw from the union if they do not want to remain members for the duration of the contract.

Arbitration—The contract was agreed to provide for arbitration as the final step in settlement of disputes within the plant under the contract. The board also ruled that the regular work week at the plant would not exceed 40 hours, and a regular work day, eight hours, without a break for overtime. The question of extension of the bargaining unit to include inspectors, time-keepers, production control personnel, guards and watchmen was referred back to the parties for negotiation with the direction to refer it to NWLB if not resolved by collective bargaining within 10 days.

The question of wages was postponed and the situation could be thoroughly investigated and the request by the union for a more liberal vacation schedule was denied.

* * *

DPC authorizes an increase in contract with Edo Aircraft Corp. to provide \$100,000-worth of additional plant facilities in New York, resulting in an over-all commitment of about \$1,375,000.

The Defense Plant Corp. also announced during the week an increase in contract with Packard Motor Car Co. to provide additional equipment at a plant in Michigan at a cost of approximately \$1,700,000, resulting in an over-all commitment of approximately \$40,300,000.

TELLING THE WORLD

Edith Justl, for two years a member of TWA's public relations staff, has been promoted to cooperative advertising manager. In this capacity she will be in charge of all cooperative advertising programs for the company, including promotion and display techniques.

Aircraft Advertising Corp. recently received an extensive advertising campaign in business and trade publications. A four-color ad, entitled "Singer and Space" has appeared in several magazines. Current business-paper advertising of the firm is highlighted by a series of three-page ads printed in black and white and sold in Aircraft Advertising's war work under the caption, "Whispering for Safety."

The advertising account of Chrysler Division of Chrysler Corp., Detroit, has been taken over by McCann-Erickson, Inc. Ads will appear in national magazines and extensive business publications.

Warner—*Wings*, a new publication compiled and written by photo reporter, and largely cartoon-illustrated, is published by the service division of Lockheed Aircraft Corp., Burbank, Calif.

Northwest Airlines has begun publication of *Mileage Men*, an serial daily newspaper. It contains news furnished by the Kees Reporters and will be released simultaneously at all the airline's controversial terminals in New England and Canada. First issue was handed passengers on flight from Seattle to Canada.

The manufacturing divisions of Curtiss-Wright Corp. are ranging in radius from 100 miles but are associated with photographs of Army and Navy aircraft equipped with Curtiss Electric propellers.

Port of Hoboken Manufacturing Corporation's promotional program is assessment of the organization of the "Skyhook Club," to which any person making an emergency jump in a Heyer glider is entitled to belong.

Glider Defect

Right strut fails, wing breaks off, investigator expert.

Two of a group of agencies investigating the St. Louis glider crash that took ten lives August 1 have reported that a defective part in a strut at the plane's right wing gave way, allowing the wing to break free from the fuselage. The report was made by the War Department and a House Military Affairs Committee investigator. Two inspectors were dismissed at least temporarily

THE AIR WAR

COMMENTARY

4 Types of U. S. Warplanes Helping Russians Smash Nazis

Cobra Havoc, Mitchell and C-47 praised by Red officers, who have won control over Luftwaffe along eastern battle line.

T-34 Wehrmacht has shot its bolt on the eastern front. From now on anything can happen.

The German front has tended to observe a very important lesson for the future of the German forces to prevent the Russian tanks which have been down after two days and which soon after went into disastrous reverse. Unlike earlier campaigns the *Lafayette* was simply not equal to the task of gaining the air superiority which is one goal for success in any ground action.

Site of Nazi Air Force—The best estimates indicate an operating maximum of not over 2,500 German planes on the entire Russian front, flying around Murmansk to the Caucasus, or a total of 5,000 in all, allowing 50 percent under maintenance and in reserve as the spot. Some 84 percent of these are first-line fighters, including the latest Messerschmitt 198's and Focke-Wulf 190's, and the older Heinkel 111's; the twin-engine Me-110 and improved Me-210 fighter-bombers.

Not Enough to Do the Job—Bombers include a fair number of older Ju-87's which are more heavily armed and armored than the

simpler and armored version of this ship, now on the way out on all other fronts, and large numbers of the greatly improved Ju-88's (a specialized version of the Ju-87) the most deadly night fighters in the world. Other bombers include the Do-217 and Heinkel 111. Ground cooperation planes like the heavily armed Heinkel 111s, and transports include the old Ju-52 and the big Ju-280. It is doubtful if more than 1,200 to 1,500 planes could be concentrated for the Kurck offensive. Events proved that this was not enough to do the job.

Russians Master Plan—During the working out of the Russian master plan of (1) defense in depth, (2) weakening the enemy by incessant combat, (3) realistic holding back of strategic reserves, and then (4) striking hard when the enemy thrust has lost its punch, the Red flyers and fighters and improved BB-28 and DB bombers in close cooperation with the Army.

It is only within the past few months that they have been using their bombers strategically in long range raids.

More U.S. Planes in Fight—Along with these Russian planes an ever-mounting total of American equipment has been thrown its weight around, including at least four well-known types, the Bell P-39 Airacobra canard-carrying fighter, the Douglas A-20 Havoc and North American B-25 Mitchell twin-engine bombers, and the Douglas C-47 Skytrain cargo-transport. Large numbers of these are being delivered each month at a big Army base near the head of the Fernan Gulf, and to the front by Russian flyers across Iran.

Factory-to-Front Delivery—More recently, however, another type of plane, including the single-engine American equipped with drop-tank, has been formed direct to a key point in Russia and from there flown to the southern, central or northern part of the long front. Numbers and exact routes are of course restricted information, but when it can be told it promises to be one of the outstanding stories of the war. It may be indicated, however, that this likely not in supplying these planes has been for many responsible for enabling the Soviet Air Force to keep the upper hand over the Luftwaffe than is generally realized.

"Albatross" to Russia—According to all reports, Russians are enthusiastic about all four of the U.S. types mentioned. The Albatrosses were the first to arrive in quantity, the earliest reports coming back in the late spring of 1942. It is generally understood that something like one-half of Bell's substantial production finds its way to Russia, and that considerable interest is being shown in the improved model. Returning correspondents tell of the spontaneously organized defensive aerial



Nowhere in Russia American warplanes are shown on the ground and in the air being tested before delivery to Russia. On the ground are Bell Airacobras and a

Douglas A-20 Havoc. "Large numbers" of four types of U.S. planes are being delivered monthly to Russia, says Navigator, the News' air war commentator.



"FORTRESS" BOMB LOAD NOW 10 TONS:

First close-up photo presented released of new external racks which boost the maximum bomb load of the Boeing Flying Fortress to 10 tons. Note the racks with park-like flaps on the bottom of the fuselage near the wheels. The racks supplement the bomb bay for shorter range duty.

equipped with Cobras which raze Moscow and other important Soviet cities, of the terrific part the P-38's played in turning the tide at Stalingrad as shooting planes and tank destroyers, and of their great success in aerial combat against the best fighters the Nazis can throw at the sky.

U.S. Reports High Score—American aviators reported a total of 824 victories in three months, losing but 3 Aces.

Other even more impressive records have come in. The world's champion single fighter

AIR WAR REVIEW: In the Pacific, the fall of Manchuria ended a 33-day jungle battle which put us 300 air miles from Bougainville Island. Our air forces, too, on New Guinea have



HUDSON HITS OCEAN, BOUNCES OFF:

This British Information Services photo shows another reason why the Lockheed Hudson has been dubbed "Ole Bouncing." The plane, flying low in a thick haze, struck the sea, skidded violently, and bounced off the water. The port engine cut out and the irateless operator sent an SOS but the pilot flew her back despite damage shown.

soured the long front from the Moluccas south with particular attention to New Britain and the New Guinea coast from Madang to Salamaua.

In Burma, both our 11th Air Force and the RAF conducted unusual bombing operations, despite the monsoon's harboring.

Oil Fields Hard Hit—The devastating and far-reaching effects of the British air raid on the Poelitz oil fields is becoming more apparent with the study of reconnaissance. Although our losses in tanks were more than 20 percent of about 225 planes—it must be remembered that Poelitz supplies approximately one-third of German petroleum needs and most military men think it was worth it.

Marine Bombing—While great emphasis is being placed upon the damage our bombers are wreaking on Axis industry, the effect of the constant pounding on the morale of the enemy people should not be overlooked. This is pointed up by German radio reports that more than 1,200,000 women and children will evacuate Berlin. Hamburg lies dead.

The effect of Italian bombings, especially of production targets, is well known, even with the tight Italian blockade. These raids made the price the Italian people must pay for their standing on the prouessus and all indications are they will find it too high.

AIR WAR REVIEW: In the Pacific, the fall of Manchuria ended a 33-day jungle battle which put us 300 air miles from Bougainville Island. Our air forces, too, on New Guinea have

RADARATOR

Super-Secrecy

Charles L. Stanton, Civil Aeronautics Administrator, was discussing the "extremely confidential" nature of work being done by designers in the light plane field.

"The president of one light plane company," he said, "as way of illustration, "had made his post-war plans so secret that he himself doesn't know what his designers are up to."

AVIATION NEWS • August 16, 1943

AVIATION NEWS • August 16, 1943

AIRCRAFT PRODUCTION

Criticism Focuses on Aircraft Despite Steady Rise in Output

Widely publicized reports say total plane production is down, although July performance exceeded June.

By SCOTT HERSHY

Aircraft production, which has been the glamour girl of war industries for many months, has suddenly been turned upon by some of its admirers and has been given what a good many executives in the government and out believe is an unwarranted going over.

Definitely an Upgrade—The criticism directed at the industry came at a time when schedules were concerned, not all off schedule, but for steady unanticipated reasons aircraft was single digit. Even while July production was continuing and passing June production, there were cries that aircraft production was off. As a matter of fact it was not off. It wasn't as high as everybody—including the industry—would like to have seen it, but it was definitely an upgrade.

Highest Month in History—In the midst of the criticism an interesting thing happened. Breaking precedent, WPAF released July production figures the first week in August.

Ordinarily a month passes before such figures are released. The figure was above June production. It was above May production. It was the highest monthly aircraft production in history. The press cried that "7,733" aircraft were produced in July. That fact prompted the men and women who are making our warplanes and who have been lauded in the recent past as having performed a production miracle.

Troop Carriers—One official and no monthly figures, including those for July, showed the number of unpowered troop carriers built by the industry. If they had, it would make the total even more impressive. He estimated that almost as many man-hours and as much productive effort was going into trainers, single and two-engine, and into light plane transports, as is going into unpowered types.

The fact that gliders have no engines or propellers must be disregarded.

Peak production probably will be reached about the middle of next year and the climb toward that peak is bound to be a gradual one. This peak will be reached at that time

only if all goes well and that means solving the manpower problem.

Convair Plant Exceeds Schedule

Liberator production at Texas site breaks records on heavier quota.

At a time when production is causing national discussion, the Fort Worth plant of Consolidated Vultee Aircraft Corp., exceeded its July schedule, the heaviest yet attained.

All-Time High—After receiving congratulations from T. F. Wright, director of the Aircraft Research Control Office in Washington, Division Manager George J. Newmark said that workers have turned out Liberators on schedule for ten months and, in July went over the top by producing more Liberators than was believed possible.



NEW RIVET GUN:

A rapid heating explosive rivet gun has been perfected by Goodrich Aircraft Corp., Akron, Ohio, which makes the gun is light, portable, inexpensive and easy to handle. Its principle involves the passing of a low voltage and high current through two conflicting loads terminating in a high resistance metal tip. Resistance of the tip causes high temperatures over its restricted area. Operation of the gun, it was explained, is simple. The riveter holds the rivet in its pliers with the gun and applies the trigger. This causes the current passing the tip to heat almost instantly. When the tip is heated, the trigger is released and the operation is repeated on the next rivet. Rapid radiation results in a speedy cooling of the air.

AVIATION NEWS • August 16, 1943

U. S. and Industry Studying Incentive Wages, Labor Priorities

Draft deferral move to help, but military inductions still represent small part of total separations.

Incentive wages plus labor priorities are now under consideration by high government officials attempting to break the manpower bottleneck which has replaced the materials bottleneck as the aircraft industry's most critical problem.

Possible Pressures Based— Executives of the industry have seen the manpower crisis developing for some time and have been urging action to meet it. The draft deferral ordered for West Coast aircraft plants may ease the situation slightly, particularly as far as key personnel and skilled craftsmen are concerned, but the fact remains that job separations due to military reductions represent a small part of the workers leaving the industry.

Bryant and Branch Order Survey—The Office of War Mobilization's director, James F. Bryant, has called in his special adviser, Bernard M. Baruch, on the problem and various government agencies concerned are making surveys, particularly on the Pacific Coast where the problem appears to be most acute at the moment.

National Cooparative Service?—The subject of annual compulsory service is again being talked about in some government circles, although there is strong opposition to such a move and even a recommendation for it from officials dealing with the manpower problem would probably be a last-resort proposition.

Incentive Wage Plans—Some manufacturers have shown a reluctance to institute incentive wage plans, but it is believed that most objectives can be overcome. In a general way, it calls for specified percentage wage increases extending throughout an entire plant, to reward specified production increases. Beech Aircraft has had good results from a modification of this plan and another proposal similar to the Beech set-up has been filed with the National War Labor Board for Grumman. Both plans provide safeguards against inflationary effects.

Labor Priorities Proposal—The labor priorities program has been much discussed and has been tried in experimental areas. Under proposals now being studied, war in-

that workers are not always being used at their highest skills. Management, however, feels that it has been working on the manpower situation, as it affects them directly, longer than some government officials and contend that they have utilized the skill of their workers to the best possible advantage under the circumstances.

Prop Blade Output Up

Three models of hollow metal type in production, compared with '43.

Aircraft propeller blade production by the American Propeller Corp., subsidiary of Avco Corp., more than doubled in the first six months of 1944 over the corresponding period in the last six months of 1943. Three models of the hollow steel type propeller blade manufactured at Toledo are now in production as compared to a single model being made in May, 1942.

American propellers are used in the Martin Marauder B-26 bomber, in the Republic P-47 Thunderbolt fighter and the Bell Airacobra P-39 fighter.

Hamilton Extends Licensing Rights

Rensselaer, Frigidaire and Nash now augment production.

United Aircraft's home Hamilton Standard propeller plant at East Hartford is now concentrating further on new and advanced propellers, as licensing for regular models is extended to other concerns.

Textiles to Propellers—Mid in 1943, one of the world's largest silk weaving mills, the former Royal Weaving Co. at Danbury, Conn., is now a Hamilton Standard production unit. Two other former textile mills located at Wethersfield, R. I. and Norwalk, Conn., already are at work building propellers.

In addition, Rensselaer, Ramb, Frigidaire and Nash-Kelvinator have been licensed to build Hamilton Standard propellers.

Bolts Power-Driven

Beech develops new time-saving method Day's work on 1 hour.

The development of the first practical method of driving aircraft engine bolts with power has been

announced by Harold H. Badda, vice-president of Fairchild Engine and Airplane Corp. and general manager of the Ranger Aircraft Engines division.

Time-Saving Possible—Badda says this development can be applied to all aircraft engine production lines, saving many millions of dollars and thousands of man-hours, and he has offered it to all aircraft engine manufacturers.

Beech Bottleneck—Power driving of stud bolts, he says, has broken a bottleneck at Beech where formerly, as elsewhere in the industry, they were driven by hand. The power machinery used at Beech was designed by Beech production engineers, Phil Elkins and Frank Lucas, in collaboration with the Chicago Pneumatic Tool Company and Seal-Craft Associated.

Day's Work Can be One Hour—Beech officials say that today one man can drive in one hour all the studs he formerly drove in a full day with hand tools, that he can do the job with less speege and closer adherence to tolerance. In addition, whereas the job formerly required considerable physical strength, it can now be done just as easily by women.

Grumman Pay Plan Filed With NWLB

Adoption of Bosch proposal covers all workers.

A newly-developed wage incentive plan for Grumman Aircraft Corp. has been filed with the National War Labor Board for approval.

Fay Incomes Basic—The plan, as adopted by the Bosch Efficiency Incentive Plan, operating satisfactorily at Beech Aircraft, establishes a base of a pound of airplane per pay-hour production by Grumman employees, based on the output of the preceding quarter. For every increase in percentage in succeeding quarters, employees would receive an increase in pay of one-half of the percentage increase in volume production during the quarter.

All Plant Workers Benefit—The proposed plan covers the entire plant, with both productive and non-productive employees participating. Those with a base pay of \$5,665 to \$7,360 would have a small participation, while those with pay above \$7,360 would be excluded.

Health Safeguards—Charles Kingsley, Grumman counsel, and

Henry L. Knight, Washington counsel for Bosch, explained that a safeguard against inflationary effects will be provided in the operation of CMP which puts a lid over the program. The program and the approval of the Army and of WDPA Management Consultant Division.

Aeronca Wins Army-Navy "E"

First light plane firm to get award held ceremony on "E" anniversary.

Aeronca Aircraft Corp., Middlebury, Ohio, is the first light plane company to receive the Army-Navy "E" Award.



FIRST CANADIAN-BUILT LANCASTER:

Here's the first Canadian-built, four-engine Lancaster bomber, christened "The RCAF Express" at the government owned and operated Victory Aircraft, Ltd., and immediately flown to England by the crew shown above.



CAP OFFICERS TOUR BASES:

A photographer for Western Air Lines caught three top officers of the Civil Air Patrol during their recent inspection trip of CAP squadrons in the West. Left to right are Col. Earle Johnson, national commander of CAP; Maj. Harry K. Coffey, regional assistant to Johnson and a well known aviation figure; WAL aircrewmen Jim Willey, and Maj. Bertrand Kivine, California, using commander of CAP.

document was left with the President, where they found in an "unusual form."

The visit at the White House had been scheduled previously, but was postponed. It was one of several being held with high administrative officials by the Adairus Committee for United States Air Policy, as the signature airlines call themselves. Global Air Commerce—Interviewed by news men after the conference, Solomon repeated the prediction that most domestic airlines will file applications with the CAB to engage in international post-war air commerce, explaining that "I know of no domestic airline that doesn't have ambitions to engage in international service."

Open Market—Free competition is one of the mainstays in the agreement. The other declines to name private ownership, federal support for world-wide air transportation, freedom of transit in peaceful flight, and civil and commercial outlet acquisition.

A spokesman indicated that despite the harnessing prevailing in the signing of the policy statement by all but one of the major domestic airlines, when it comes to the competition for routes each line will be on its own.

Overseas Certificates—This source said that the understanding is that the CAB "naturally will preserve the same discretionary power in granting overseas certificates as in domestic," adding that while all the lines have international ambitions,

no one expects all applications for overseas certificates to be granted.

"It would be economically unsound," said the comment, "to have wild competition." Competition would be regulated, with the CAB the selector."

United Still Hails Out—United Air Lines continued to withhold its signature to the statement as the week was on, though reports persisted it would join the group before the month was out. Unofficially, word was that negotiations were continuing, with a compromise in sight. United was said to desire agreement by the other airlines to certain provisos not on the original statement.

An American Airways who, with American Export Airlines, did not sign the declaration, has written a letter to CAB stating that the fact it had not filed applications for post-war certification of its international operations was not to be construed as meaning it did not intend to do so.

The letter was confidential, but was reported to contain a description of the general Territory Plan American will seek to cover in its market after the war, without a description of specific routes.

Wolf Transferred

Brig Gen K. S. Wolf has been transferred from Wright Field to Marietta, Ga., where he is heading up the B-36 Industry Committee.

CAB Completes Alaskan Survey

Changing conditions may bring reconsideration of territorial regulations.

Changing air transportation conditions in Alaska and the fact that the Civil Aeronautics Board has no office there has necessitated another trip to the Territory by a board representative. Raymond W. Stough, director of the board's Economic Bureau, completed the first CAB inspection there since before Pearl Harbor.

No Funds for CAB—Alaska transportation, as well as the board, are said to favor establishment of a CAB office there. Last May the board asked Congress for \$33,000 to do the job, but the money was not appropriated.

Sixteen Observers—Stough found that since the old days, when an Alaska pilot's log book, check book, and naked notebook frequently constituted his only operational record, progress had been made toward systematic and standardized accounts. As a result, it was easier than it had been in 1941 for the director and Roland P. Monson, chief of the bureau's audits and rates division, who accompanied him, to obtain a clear picture of the situation as it stands.

Business Doubled Since '39—They learned, in informal conferences with the Alaska carriers at Anchorage, Fairbanks, Kotzebue, Juneau, and Nome, that operations and business volume has about doubled since early board investigation in 1939. They were in the Territory from May 25 to July 24.

Bumpy Cross-Roads—They also discovered, in their flying expectation of the Territory's operations that post-war international operations will make Alaska a bumpy cross-roads and a natural choice to see further development of flying facilities as that area to prepare for that situation.

Fair Freight—With little surface transportation, fast scheduled movement of freight virtually has been dependent on air operations since the days of dog teams. The man who "flew the bush" in the old days expect it to become increasingly so.

Fifteen Air Lines—Fifteen air lines are operating in the Territory. Nine have authorization certificates, four have applied for approvals because owners or pilots have been called to service, or for other reasons.



Raymond W. Stough

U. S. Chamber Studies Future Transport

International air and surface carriers are committee members.

Proposed for a basic national policy in conversion of the nation's world-wide ship and airplane transport networks to peacetime systems will be discussed at a meeting in the near future of a special committee set up by the Chamber of Commerce of the United States.

The committee, sponsored by Eric A. Johnson, chamber president, includes representatives of

steamship lines, ship builders, importers, exporters and seven representatives of international and domestic airlines and aircraft manufacturers.

International Study Only—Chamber officials emphasized that only international transportation problems would be considered and that the domestic field was not in the purview of this committee.

Johnson, in summarizing the committee, pointed to some international air systems now serving war necessities and the numbers of war-built cargo planes and surface ships engaged in these services.

► *"How Shall We Operate?"* "We



FIRST TRANS-CANADA MAIL FOR BRITAIN:

These men are loading the first batch of mail carried in Trans-Canada's new overseas air service. Lieut. E. R. Knightsley (center), of the Canadian Army Postal Corps, is supervising. The plane took 3,000 pounds of mail over in half a day.



READYING FOR OVERSEAS RECORD:

A moment after posing for its picture, this big Lancaster took off to inaugurate trans-Atlantic service by Trans-Canada Air Lines in the Canadian govern-

ment's new wartime service for mail and military personnel. The plane set a 12 hr. and 20 min. record for non-stop flight from Montreal to Britain.

have also constituted a great number of air bases, partly on our own, partly on the soil of other nations," Johnson said. "What is to be done with all these? And under what conditions is international air transport to operate?"

Great Future Ahead. — "Anyone who has used our airlines which span the continent in all directions or who has seen what air transportation has accomplished in connecting up the countries of the Americas will readily agree that the great future that lies before world aviation," Johnson added. "The United States, with its technical and other resources, measured by our production of nearly 300,000 planes a year, will naturally take a leading part in its development."

Airline Executives on Committee. — Ralph S. Damon, vice-president and general manager, American Airlines; John C. Cooper, vice-president, Pan American Airways; P. G. Johnson, president and general manager, Boeing Aircraft Company; W. A. Patterson, president, United Air Lines; John E. Sater, executive vice-president, American Export; J. A. B. Smith, vice-president, Curtiss-Wright; and R. J. Solensen, president, Northwest Airlines, are members.

Chairmen of the committee are William K. Jackson, vice-president and general counsel, United Fruit Company;



Boundary Beacon. — Close-up of the boundary marker beacon at Washington National Airport that can enable safely equipped planes to land on the runway in bad weather. The background shows the airport's hangars in thick weather.

New "Blind" Landing System, Aid Pilots

CAA reports progress on 100 airport installations.

Instrument landing systems are being installed rapidly by the Civil Aeronautics Administration for the



Boundary Beacon. — A technician inspects the transmitter of a marker beacon at Washington National Airport. The beacon is located at the approach end of the runway, and with others at various distances guides planes to instrument landings.

Army at approximately 100 airports. **Knocks Out Thick Weather.** — The CAA already has put in these facilities, which enable planes to land in thick weather, at Washington, New York, Chicago, Kansas City, Cleveland, Atlanta and Los Angeles, and is installing one at Oakland. The National Airport at Washington was the first commercial airfield to have the equipment.

Steadily Military Production. — Officers for aircraft use with the installations are being promoted in training courses for military pilots, who will fly them when they are being placed at present. They were on order by the airfields when the war diverted the equipment.

Safely equipped planes can land in dense weather at the rate of about one every three minutes at airports with the facilities. Without them, three to five times that long is required, if they land at all.

Contract Termination Plan Cited by WPB

Tentative draft is circulated among interested parties.

A tentative draft of proposed regulations dealing with contract terminations is now being circulated among interested parties by the War Production Board as one of the steps being taken in ally apprehension among industry executives regarding government policies that will form the basis for post-war actions.

Comments Invited. — This proposal, which covers all phases of the situation, is used to be a modification of previous attempts for a standard termination clause. It is being distributed now to interested contractors and suppliers and has no official approval from any source at this time. Congress, WPB and the Army and Navy are seeking some method to deal with contract cancellations.

Contractors Warned. — The Army is reported to have terminated already nearly 5,000 contracts and the Navy about 1,500. These contracts involve many items when subcontractors are considered. Many of these terminations are unsettled, causing understandable concern among war contractors. Unsettled among some contractors is reported to have caused some loss in production.

Guide to Congress. — Replies from the proposed regulations now being circulated are expected in time to act as a guide to Congressional consideration.

The Army at approximately 100 airports. **Knocks Out Thick Weather.** — The CAA already has put in these facilities, which enable planes to land in thick weather, at Washington, New York, Chicago, Kansas City, Cleveland, Atlanta and Los Angeles, and is installing one at Oakland. The National Airport at Washington was the first commercial airfield to have the equipment.

Steadily Military Production. — Officers for aircraft use with the installations are being promoted in training courses for military pilots, who will fly them when they are being placed at present. They were on order by the airfields when the war diverted the equipment.

Safely equipped planes can land in dense weather at the rate of about one every three minutes at airports with the facilities. Without them, three to five times that long is required, if they land at all.

Contract Termination Plan Cited by WPB

Tentative draft is circulated among interested parties.

A tentative draft of proposed regulations dealing with contract terminations is now being circulated among interested parties by the War Production Board as one of the steps being taken in ally apprehension among industry executives regarding government policies that will form the basis for post-war actions.

Comments Invited. — This proposal, which covers all phases of the situation, is used to be a modification of previous attempts for a standard termination clause. It is being distributed now to interested contractors and suppliers and has no official approval from any source at this time. Congress, WPB and the Army and Navy are seeking some method to deal with contract cancellations.

Contractors Warned. — The Army is reported to have terminated already nearly 5,000 contracts and the Navy about 1,500. These contracts involve many items when subcontractors are considered. Many of these terminations are unsettled, causing understandable concern among war contractors. Unsettled among some contractors is reported to have caused some loss in production.

Guide to Congress. — Replies from the proposed regulations now being circulated are expected in time to act as a guide to Congressional consideration.

PERSONNEL

W. L. Jack Nolte. — formerly chief of the WPB Aircraft Priorities Bureau and chairman of the Civil Aircraft Subcommittee to administer L-262, has been named assistant manager of the Civil Aeronautics Administration's War Training Service.



Mr. Nolte will act as a special agent assigned to B. McLean Stewart, executive director of the Civil Aeronautics Administration, and the Maritime Assignment Board, the Defense Plant Corp., War and Navy Departments and other agencies responsible for the procurement and maintenance of aircraft and supply materials, parts and equipment.

For over a year Mr. Nolte has been at WPB and was originally in the now defunct Aircraft Production Division. Prior to that he was an expert in aviation insurance and worked with the United States Aviation Insurance Group Team in Memphis, Tenn., to start an aviation unit as a general manager of the Mid-South Airways at Memphis.

Arthur A. Arnold. — United Air Lines passenger agent at La Guardia Field, N.Y., since the field opened in December, 1939, has been appointed chief passenger agent there for United.

In his new post as chief of the Technical Development Division of the Civil Aeronautics Administration, Decade M. Stiles expects to continue the work that started when he joined the agency in 1939. Mr. Stiles has 1,000 hours in the air.

As Chief Aviator. — Inspector for CAA, Stiles did a lot of flying alone in a CAA plane. His new job, which he has over four months ago, gives him charge of CAA experimental work on aircraft, radios, airports, charts and other war and post-war aviation projects.

The new division chief came to Washington in 1939 with the National Bureau of Standards and transferred to the Bureau of Air Commerce in 1944, when it took over the Bureau of Standards' work in aviation radio. His 3,000 hours took him on trips to check CAA survey facilities "all

over the United States and Alaska," CAA says. Stiles is married and has one child. He was born in Des Moines, 38 years ago.

E. W. Wilkins. — has been named assistant chief engineer of Chicago and Southern Air Lines. He has been connected with Bunt & Bradstreet as manager of special investigation and analysis in the Memphis division.

Mrs. Margaret McFarland. — has been appointed assistant chief hostess of Pennsylvania Central Airlines, with headquarters at the Washington National Airport. She is a member of PCAA's executive board for the last two years. Mrs. McFarland formerly trained student hostesses and was herself a hostess on the Detroit-Washington and Detroit-Milwaukee routes.

Ben G. B. Smith. — formerly president of American Airlines, has been promoted from Chief of Staff of the Air Transport Command in Deputy Command. In the same rank, General George General Smith, Smith becomes Acting Commanding General of the ATC. Gen. Smith was commissioned a Colonel in the Army of the United States on April 18, 1942, and was promoted to October, 1942 to Major General Smith as Chief of Staff of the ATC. Gen. Smith is a close personal friend of General George. Nowhere goes to the ATC Flying Training Command. He was Commanding General, 21st Flying Training Wing, at George Field, Ill., and has been in the Army since 1917. Gen. Smith, a former aide to General George, as chief of staff to the ATC and his new position will give him even more control.

W. H. Gross. — formerly project engineer of the Liquid Cooled Engine Division, Aviation Corp., has been transferred to plant manager of the Sperry Master Division of the company. For 17 years before becoming associated with Aviation Corp., he was with Crowley Corp., where he spent 10 years as chief engineer. Prior to taking the position as plant manager of the Liquid Cooled Engine Division, he was plant manager of the company's Lycoming aircraft engine division at Williamsport.



Garett G. Geesing. — (left), former assistant chief engineer at McDonald Aircraft Corp., has assumed the new position of chief engineer, replacing Edwin W. Wilkes (right), who has been promoted to the president. A University of Illinois graduate in Aeronautical Engineering, Geesing came to McDonald several years ago from Glenn L. Martin Co., where he was assistant project engineer on the XPB-1 flying boat. Before going with McDonald, Wilkes was connected with Lockheed, Curtis, Thorntop and Brewster, and had been project engineer on the Republic P-47 Thunderbolt.

Gordon S. Lashlee. — has been appointed assistant to the advertising manager and in charge of production at American Airlines. Paul Lashlee, who was with Dorrell and Co. before joining American Airlines, has been an advertising supervisor seven years and a member of the New England Aviation Sales Committee, which assists in purchasing aviation credits for the Fast Services Command and the First Naval District.

Recently promoted from commander to captain were these well-known Navy aeronautics officers: F. E. West, new director of training; Louis de Floren, director of special devices section, and H. B. Miller, director of the training literature section.

Ronald F. George. — operations manager of Trans-Canada Air Lines, was captain of the TCA crew which established a new non-stop record from Montreal to Britain, flying a large transport plane over the Canadian Rockies. The new wartime trans-Atlantic service for the carriage of mail to and from the Dominion's overseas forces will use Canadian-built Lockheed, the aircraft the company has announced. Although primarily operated for mail, the line will carry emergency passengers on a non-commercial basis.





Cessna Air Lines appoints W. A. Boettcher (left) and S. T. McDermott (right) to head departments opened in connection with the new route into Washington. Mr. McDermott will be responsible for passenger service, while Mr. Boettcher will be manager of passenger service. George, former Philadelphia Statesman manager, will be Washington station manager; Richard F. Donay, former assistant station manager for United at Cleveland, will be Seattle station manager; and John C. R. H. Smith, former senior passenger agent at Omaha, has been named chief passenger agent.

Changes in United's personnel department at Chicago include appointment of Charles W. Field, former office manager, as assistant to the director of personnel; Charles J. O'Farrell and of H. W. Purman, who has succeeded Purman as head of the Scherzer Service matters for the personnel department, are still continuing this work at Chicago to his new duties. L. A. Neil, Victor Shawer and D. H. Johnson have been promoted to representives at Seattle, San Francisco and Chicago, respectively. New women's counselor for the company's personnel department in the east is Clara M. Parker. Mildred R. Howard will hold a similar position on the west.

Frank Skager, formerly industrial relations director for Ranger Aircraft Engineers Division of Fairchild Engine & Airplane Corp., has been appointed director of industrial relations for Blastic Shop Nut Corp., according to an official announcement made by the latter corporation.

Mrs. Jean Campbell Gross was recently appointed assistant to Jack Buell, Washington representative for Hill and Knowlton, which handles public and industrial relations for Consolidated Vultee Aircraft Corporation.

R. J. Salvatore has returned to Pennsylvania-Central Airlines as director of sales, a position which will be concerned largely with post-war plans. Appointed March 1, 1942, and since 1944, Salvatore has learned 47 months ago to the Air Transport Association aid in coordinating industry and civil rights in air transportation. His positions with PCA

have included an assignment in the Washington traffic office, Pittsburgh trade manager, and chief of sales. Prior to returning his leave of absence he was in charge of sales.

Now chairman of the air division of General Motors' E. B. McNeil, filling a position vacated by F. C. Kroeger, General Motors vice-president, who due to illness, has been granted a leave of absence.

Cessna, John Casner, formerly director of training, Bureau of Apprenticeship, Navy Department, has been detached. He is replaced by Capt. T. W. Tracy.

Harry O. Stark, McDonald Aircraft Corp. consultant



has assumed the post of director of industrial relations. He has engaged in the practice of law after completing his studies at the University of Minnesota and the Kansas City School of Law and for eight years had industrial relations work for the National Lead Co.

G. E. Lunde has been appointed chief resident auditor of the Miami division Consolidated Vultee Aircraft Corp.

E. A. Stachas, distinguished photographer who directs the photographic unit in the Navy Bureau of Aeronautics' training literature section, has been promoted from technical commander to captain. He is also a member of the executive board but also continues easily readable to active duty Blackhawk's staff in receiving compliment from all over the country for the excellence of Navy photography.

Elmer N. Nelson, formerly assistant director of CMP, has joined the Aircraft War Protection Council (West Coast) With International Harvester before the war, Nelson will advise the council on materials, particularly CMP products. He will work at Washington, Wright Field, and Los Angeles.

Two personal changes have taken place at Lockheed and Vega Aircraft Corp. with the leaving of R. Randall Lewis (left) to War Manpower Commission and the naming of William M. Anable



as the company's industrial relations director. R. B. Robertson will continue

as sanitation industrial relations director. As the assistant of the government and of the aircraft industry, Irwin has been serving as a consultant to the management committee of WMC's post-war reorganization. He has served as a member of this committee since its inception, dividing his time between Washington and Burbank. In addition, Irwin has been appointed the eastern regional vice-chairman, in which position he will advise the management on industrial relations policies.

John B. Bond, formerly director of training, Bureau of Apprenticeship, Navy Department, has been detached. He is replaced by Capt. T. W. Tracy.

John B. Bond has assumed the post of director of industrial relations. He has graduated from the practice of law after completing his studies at the University of Minnesota and the Kansas City School of Law and for eight years had industrial relations work for the National Lead Co.

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K. C. Dauplais, former manager of the Red Bank, N. J. plant of Bendix Aviation Corp., has been promoted to general manager of the Flexo Instruments Division at Balaclava.

None Dowdy Equipment Corp. of Long Island City, N. Y., has been changed to Blitzen Industries, Inc., according to an announcement by Alce R. Ellman, president. There are no changes in the direction or officers of the corporation and it will continue in its experimental work with the U. S. Army Air Forces and aircraft manufacturers. Henry Breckinridge will remain as general manager. Dr. Edward J. Driscoll, Dr. Gen. Walter A. Edwards (Ret.), as vice-president; H. A. Goldstein, as vice-president; and Thomas F. Hanley, as treasurer and general manager.

J. Eddie Jones, former flier for the Navy and commercial airlines, has been appointed flight supervisor for Consolidated Vultee Aircraft Corp. for Convairways, Trans-Pacific air transport line in foreign service for the Air Transport Command. Jones has operated his own airport and flying school at Artesia, N. M., and has been independent investigator with GAA's strikeforce board.

Berry Berlin, industrial designer, has been appointed consultant in the design of aircraft by Consolidated Vultee Aircraft Corp.

as the company's industrial relations director. R. B. Robertson will continue

Renegotiation Element Demands Close Scrutiny of Statements

Settlements with government bringing widespread revisions in 1942 reports of aircraft manufacturers.

By ROGER WILCOX

Aircraft earnings "don't mean a thing" unless they have that re-negotiation. This is becoming increasingly evident with the disclosure of revised 1942 earnings by many companies as a result of renegotiation processes.

Consolidated — For instance, Consolidated-Vultee reported net earnings equivalent to \$3.04 a common share for the fiscal year ended November 30, 1942. It is now revealed that the Consolidated-Vultee unit of the aircraft industry has just concluded its final negotiations for 1943 which requires the return of an additional \$100,000,000 to the government. Allowance for 90 percent of this amount to be taken up by projected excess profits taxes, net income would be reduced by only \$4,000,000. This would reduce the per share earnings to a little under 85 cents per share. (This excludes post-war rebates due on excess profits taxes.)

Vultee — The Vultee end of the combined enterprise has yet to conclude its part of the renegotiation — thus making a composite figure for the company impossible at this time. While the management, at the time of the release of the last annual report, noted that results were subject to renegotiation, little attention was attached by the public to this adjustment and generally earnings of \$1.64 per share were accepted as being "official." It is now clear that the figures must be increased.

Lockheed — Similarly, Lockheed completed its renegotiation of contracts for 1943. In this instance, an adjustment of about \$44,000,000 to be returned to the government was agreed upon.

Likability Increase — This amount exceeded the reserve of \$30,327,388 provided for this purpose in the financial statement for the year ended December 31, 1942, by \$13,572,880. After tax adjustments, as post-war reserves for United Aircraft are also mounting steadily. During the first six months of 1943, an addition of \$2,114,035 was made to the reserve to provide for costs incident to transformation to post-war conditions. This amount is equivalent to the post-war refund of excess profits taxes to be funded by funds receivable from the U. S. government. The total amount of this reserve, including post-war tax rebates, aggregated \$30,811,822 as of June 30, 1943.

Northrop Aircraft — Net income of Northrop Aircraft, Inc., after all charges and taxes for the fiscal year ended July 31, 1943, was estimated at about \$3.6 million or about \$4.88 a share by Leiblette T. Cohn, chairman of the board. However, these earnings are before any reserves for contract renegotiations. As a matter of contrast, net profits for the fiscal year ended July 31, 1942 amounted to \$3,044,141 equal to \$3.68 a share.

The renegotiation factor is a complicating element but no accurate appraisals a second look is required at earnings reports currently being released.

Reporting Firms Show Profits

Northeast to issue stock; Bendix, North American armaments.

Northeast Airlines, Inc., to provide funds for contemplated expansion, will offer to shareholders 200,000 shares of authorized, unissued stock. Although it has no pre-emptive subscription rights, additional shares will be offered on the basis of two additional shares for each three shares now held. The issue will be underwritten by Lee Higginson Corp., associated with Price Webber Jackson & Curtis.

Bendix — Bendix Aviation Corporation's net sales and operating income for the nine months ending with June 30, 1943, 116 percent to \$43,348,412 from \$39,594,381 for same period last fiscal year. After provision for federal taxes and estimated price adjustments, net income for the nine months was \$13,995,831, equal to \$5.87 a share on the capital stock.

Net income for 1942 period was \$11,605,023, or \$3.22 a capital share, after provision for federal taxes, but before renegotiation price adjustments. Unfilled orders at close of June aggregated \$1,044,000,000, showing little change from the level three months before, despite increased delivery rates.

Edward G. Budd Manufacturing Co. has been admitted to the New York Stock Exchange.

North American Aviation, Inc., after renegotiations of contracts announced a revised net income for 1942 fiscal year from \$38,496,813 to \$37,470,428. The original figure represented 43 percent of sales as reported for the year ending Sept. 30, 1942, whereas the revised figure represented 29 percent of sales. The revised report also mentioned a bank credit of \$75,000,000 under a V-Loss.



AVIATION NEWS • August 16, 1943

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Let the People Know

THE AIR TRANSPORT COMMAND continues its unwarranted and strict censorship of information on the airlines' contribution to winning the war. Conferences between airline officials and a small group of ATC officers on the subject have been徒劳的.

Now the ATC claims it has drafted and redrafted liberalized regulations. But none has been approved after weeks of dilly-dallying and realistically minded air transport men doubt if they ever will be as long as ATC stops all new material before it ever gets to the War Department's Bureau of Public Relations.

Nearly all of the lines are performing vital tasks for the Army. They are operating cargo routes, on schedule, all over the United States, into Canada and Alaska, to Latin America, to Australia and to England. They are training crewsmen by the thousands, on the ground and in the air. They are operating huge bases for maintenance, repair and overhaul of Army craft.

They are flying the world's leaders everywhere—Davis, Simson, Wilkie, Madame Chiang. They flew the President to North Africa and back. They are performing other tasks just as secret.

Nevertheless, much information being withheld by the ATC is not secret. Much can and should be told.

Every other industry from automobiles to refrigerators, planes and packies has been permitted to release lengthy and lavishly illustrated descriptions to the press on their conversion to war. Lists of war services by individual companies are sanctioned daily by the Army and Navy public relations officers for advertising in the press.

Time after time the President in his press conferences and addresses to the nation has dwelt at length on enthusiastic recitals of the great job being done by the men and women at work in tank and airplane and munitions plants.

Worker morale has been a top concern of the Administration since the start of the old national defense program.

Yet the employees of the nation's airlines so far have been pretty well ignored in all these speeches of appreciation. They can't understand it. Neither can a lot of others.

Comprehensive and accurate reports to the people have been emphasized recently by the Administration's high command. As we have made progress censorship has been relaxed continually by the public relations divisions of the armed services and the Office of Censorship. We are now even permitting monthly publication of exact prediction figures for combat aircraft.

"Tell the people as much as possible about their own war" is an avowed principle of the important war agencies. The people are being told more

month by month, and rightfully so.

Yet there still remains posted on the wall of the public relations office of the APC this suborned and boastful legend:

"Never have so few kept so much from so many" It's time the ATC wakes up.

If it doesn't, the War Department's Bureau of Public Relations should take the situation over. And when that happens Elmer Davis' OWI should be called in to prepare a complete and factual summary of what the airlines have done, line by line, and bring the people up to date.

Workers Make War Plans

ONE OF THE NATION'S INDUSTRIALISTS in a high war production job in Washington last week was puzzled. Entire campaigns are based on estimates of bomber and fighter production two, three and six months from now. Why, he asked, isn't that fact fully realized?

One answer is that the all-important aircraft workers don't realize it.

They should be told that every plane leaving an assembly line today has already been assigned to a theater of war, and that an impatient officer somewhere in Europe or the South Pacific is awaiting the planes he has been promised.

They should be told that although we are winning the war, we can't continue to do so if Worker abstention prevents us from replacing tomorrow the warplanes we lose over Germany today.

Morale-building lectures to workers so far have been limited mainly to Army and Navy desk officers from Washington talking at uninteresting generalities, or flyers back from the battle fronts who flew planes the workers built six months ago or more.

The workers need to have a sense of immediacy. They need to know how the planes they are working on at this moment affect the war plane being made in Washington, or in Quebec, at this moment. They need to know how serial numbers are born, and how some are still being revised because obsolescence July 4 cut bomber production. A concentrated effort by the Army, Navy and OWI in drumming the birth of war planes (without giving away military secrets), and specific instances of how reduced supply prevented operations, would do more for morale than any number of dry speeches given at Army-Navy "E" presentations or "pep" sessions resembling football games. War plane clubs might now step up to the workers. Let them know about the

ROBERT H. WOOD

CONVOYING SKY-HIGH! Production

The logo features the word "Hansen" in a large, bold, black serif font. Below it, the words "AIR HOSE COUPLINGS AND HOSE CLAMP SOCKETS" are written in a smaller, bold, black sans-serif font. The background of the logo is white, and there is a thin orange border around the text area.

Hansen

AIR HOSE COUPLINGS AND HOSE CLAMP SOCKETS

HOSE CLAMP SUGGESTIONS
Hose or hose couplings and hose clamp socks have been one of the big contributing factors in the tremendous production records now being set in the aviation industry. Years, large, medium and small industrial plants throughout the world, designed, engineered, and built for speed and ease of operation, however, have come along and have clamp socks put on their ends, or air ways. They more than take care of themselves, and easy to operate. Push plug into socket, it's connected, plug is released, automatically turned on, slight pull on sleeve, plug is released, automatically turned off, slight pull on sleeve, it is disconnected. Handles pressure well over 10,000 psi, and handles hose changes two or three times instead of one, inside and outside of hose — a two to one advantage over other methods. Easy to install, requires no special tools, can be re-used over and over.

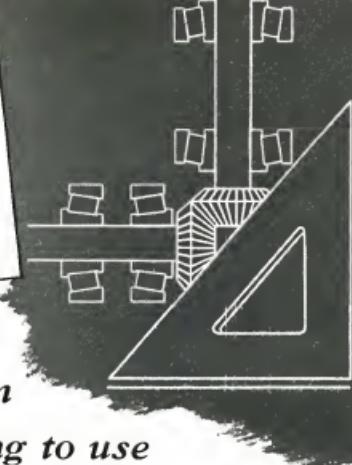
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DESIGNERS AND BUILDERS

of Planes for Vertical
and Horizontal Flight

Where power makes a right angle turn
the Timken Bearing is the ideal bearing to use



Here's Why

PAST PERFORMANCE. There are actually millions upon millions of Timken Bearings in service in industrial and automotive gear applications. Their performance has been outstanding and in these thousands of different *kinds* of applications you find every requirement in bearing design, mounting and performance that will be necessary in your particular field.

SMALL SPACE, LIGHTNESS. The Timken Bearing is a tapered roller bearing. Since load carrying elements form a line contact you get maximum load carrying ability in a given space.

THRUST LOADS AS WELL AS RADIAL. The tapered construction of the Timken Bearing, whereby lines drawn coincident with the tapered surfaces of rollers, cup and cone, meet at a common point, results in not only true rolling motion but also enables the bearing to carry thrust loads as well as radial loads or both together in any combination. This is important in any spiral bevel gear application since gear operation in itself sets up thrust loads. Moreover, Timken Bearings are made in such a wide range of sizes and tapers that you can select the most desirable combination for any given set of loads.

GEAR SETTING AND ITS MAINTENANCE. With Timken Bearings you can achieve in assembly any desired gear setting and the setting achieved can be maintained indefinitely.

QUIETNESS. Quietness is thought to be just as desirable in airplane as it is in automobile service. Moreover, quietness in bearing performance implies smoothness and that is desirable wherever wheels, shafts or gears turn. It was Timken Bearings and our knowledge in applying them that overcame the tremendous bearing problems foreseen by the automotive industry when it decided to use hypoid axles. The Timken Roller Bearing Company, Canton, Ohio.

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TAPERED ROLLER BEARINGS